

# The China Mail.

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HONGKONG, TUESDAY, JANUARY 13, 1885.

日八廿月一十年申甲

PRICE, \$2 PER MONTH.

## AGENTS FOR THE CHINA MAIL.

**LONDON**—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. 4. GEORGE STREET & Co., 30, Cornhill. GORDON & GORCH, Ludgate Circus, E.C. 4. HENDY & Co., 37, Wallbrook, E.C. 4. SAMUEL DRAGON & Co., 160 & 164, London Wall Street.

**PARIS AND EUROPE**—GAILLON & PRINCE, 36, Rue Lafayette, Paris.

**NEW YORK**—ANDREW WIND, 21, Park Row.

**AUSTRALIA, TASMANIA, AND NEW ZEALAND**—GORDON & GORCH, Melbourne and Sydney.

**SAN FRANCISCO** and American Ports generally.—BEAN & BLACK, San Francisco.

**SINGAPORE, STRAITS, &c.**—SAYLE & Co., 40, Raffles Place, Singapore. O. HANSEN & Co., Manila.

**CHINA**—Macao, MOSES A. A. DE MELLO & Co., Suvaia, QUELOR & Co., Amoy, WILSON, NICHOLAS & Co., Foochow, HEBER & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WADE, Yokohama, LANE, CRAWFORD & Co.

## Banks.

### HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000  
RESERVE FUND, \$4,400,000  
RESERVE FOR LIQUIDATION, \$400,000  
RESERVE LIABILITY OF PROPRIETORS, \$7,500,000

**COURT OF DIRECTORS.**  
Chairman, P. MORISON, Esq.  
Deputy Chairman, H. P. D. SASSOON, Esq.  
O. D. BORTONLEY, Esq.  
M. GORR, Esq.  
H. L. DALRYMPLE, Esq.  
A. MOLVER, Esq.  
W. H. FORBES, Esq.  
M. E. SASSOON, Esq.

**CHIEF MANAGER.**  
HONGKONG, THOMAS JACKSON, Esq.  
SHANGHAI, EDWIN CAMERON, Esq.  
LONDON BANKERS.—London and Country Bank.

### HONGKONG.

**INTEREST ALLOWED.**  
On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.  
For Fixed Deposits:—  
For 3 months, 3 per cent. per annum.  
For 6 months, 4 per cent. per annum.  
For 12 months, 5 per cent. per annum.

**LOCAL BILLS DISCOUNTED.**  
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.  
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

**T. JACKSON,**  
Chief Manager,  
Hongkong, August 25, 1884. 1423

## NOTICE.

### RULES OF THE HONGKONG SAVINGS' BANK.

- 1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.
- 2.—The Assets of the Hongkong and Shanghai Banking Corporation will form a direct security for the repayment of sums deposited in the above Bank.
- 3.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$1,500 in any one year.
- 4.—Deposits may be on behalf of relations, of trusts, &c., in addition to the depositor's own account.
- 5.—Persons desirous of saving sums less than a dollar may do so by affixing clean ten-cent stamps to a form to be obtained at the Bank or at the Post Office. When the form is presented with ten clean stamps the depositor will be credited one dollar.
- 6.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
- 7.—Deposits may be forwarded from the Ports by means of clean Hongkong Postage Stamps of any value.
- 8.—Interest at the rate of 3 per cent. per annum will be allowed to depositors on their daily balances.
- 9.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
- 10.—Covers containing Pass-Books, Registered Letters containing Stamps or other Remittances, and generally, correspondence as to the business of the Bank will, if marked "On Hongkong Savings' Bank Business," be forwarded free of Postage or Registration Fees by the various British Post Offices in Hongkong and China.
- 11.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.
- 12.—All documents connected with the business of the Savings' Bank are exempt from stamp duty.

For the  
HONGKONG & SHANGHAI BANKING CORPORATION,  
T. JACKSON,  
Chief Manager,  
Hongkong, April 25, 1884. 715

WITH Reference to the above, BUSINESS will be commenced on the 1st MAY, 1884.

For the  
HONGKONG & SHANGHAI BANKING CORPORATION,  
T. JACKSON,  
Chief Manager,  
Hongkong, April 25, 1884. 716

## Bank.

### THE NEW ORIENTAL BANK CORPORATION, LIMITED.

(Incorporated in London on 18th July, 1884, under the Companies Act 1862, to 1883.)

**LONDON BANKERS:**  
UNION BANK OF LONDON, Ltd.  
BANK OF SCOTLAND, LONDON.

**RATES OF INTEREST ALLOWED ON DEPOSITS.**  
At 3 months' notice 3 1/2 per annum.  
" 6 " " 4 " " "  
" 12 " " 5 " " "

Current Accounts kept on Terms which may be learnt on application.

**J. MELVILLE MATSON,**  
Manager,  
Hongkong, September 15, 1884. 1556

## Notices of Firms.

### NOTICE.

THE PARTNERSHIP heretofore existing between the Undersigned CHAS. T. DAY by Mutual Consent, and with this Notice the Firm of HUGHES & LEGGE is DISSOLVED.

**WILLIAM LEGGE,**  
E. JONES HUGHES,  
Hongkong, January 1, 1885. 12

### NOTICE.

REFERRING to the Notice of the DISSOLUTION of the Firm of HUGHES & LEGGE, I will continue the BUSINESS of SHARE and GENERAL BROKER in my own Name from this date.

**WILLIAM LEGGE,**  
Hongkong, January 1, 1885. 13

### NOTICE.

OWING to the DISSOLUTION of the Firm of HUGHES & LEGGE, I will continue the BUSINESS of SHARE and GENERAL BROKER and AUCTIONEER in my own Name from this date.

**E. JONES HUGHES,**  
Hongkong, January 1, 1885. 9

### NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. FREDERICK DELANO HITCH in our Firm in Hongkong, China and elsewhere CEASED on the 30th June last.

**RUSSELL & Co.,**  
China, 1st January, 1885. 14

## Intimations.

### DENTISTRY.

**FIRST CLASS WORKMANSHIP.**  
MODERATE FEES.

**MR. WONG TAI-FONG,**  
Surgeon Dentist,  
(FORMERLY ARTICLED APPRENTICE AND LATERLY ASSISTANT TO DR. ROGERS.)

At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS,

**No. 1, DUDDELL STREET.**

**CONSULTATION FREE.**

Perfect adjustment of Artificial Teeth by Atmospheric Suction without pain or inconvenience. Discount to missionaries and families.

Sole Address,  
**1, DUDDELL STREET,**  
(Next to the New Oriental Bank.)  
Hongkong, January 12, 1885. 66

**WILLIAM DOLAN,**  
SAIL-MAKER & SHIP-CHANDLER,  
22, PRAYA CENTRAL.

**COTTON DUCKS, HEMP CANNAS, MANILA ROPE, AMERICAN OAKUM, LIFE BOOYS, CORK JACKETS, &c., &c., &c.**

Hongkong, May 1, 1882. 256

**CHINA SUGAR REFINING COMPANY, LIMITED.**

**DEBENTURE LOAN FOR \$140,000.**

**COUPONS FOR INTEREST** falling due on 31st December, 1884, will be Paid on Presentation at the Office of the HONGKONG & SHANGHAI BANKING CORPORATION, Hongkong, on and after that date.

**JARDINE, MATHESON & Co.,**  
General Agents,  
Hongkong, December 21, 1884. 17

### NOTICE.

THE MITSUBISHI BISHI MAIL & S. Co. having taken over the NAGASAKI DOCK, SLIP and ENGINEERING WORKS, are now prepared to Dock and Repair VESSELS, at moderate terms.

THE DOCK is one of the largest and best in the East, being 434 feet long and 89 feet broad, and having a depth of water on blocks at spring tides of 27 feet and neap tides 22 feet.

THE SHOPS contain Machine-tools of all descriptions and compound Engines up to 1,000 horse-power. The heavy-duty class of work can be undertaken at the shortest notice.

Powerful lifting SHEARS are being erected.

For further Particulars, apply to  
**H. J. H. TRIPP,**  
Agent,  
Hongkong, December 13, 1884. 2155

## SAILOR'S HOME.

ANY Cast-off Clothing, Books, or PAPERS will be thankfully received at the Sailor's Home, West Point  
Hongkong, July 26, 1875.

## For Sale.

### NEW GOODS.

#### CHILDREN'S PAINT BOXES.

New MATHEMATICAL INSTRUMENTS.

PATENT GLASS CUTTERS.

NYE'S KNIFE-CLEANING MACHINE.

New CHAMPAGNE NIPPERS.

RODGERS' POCKET KNIVES and SCISSORS.

POST-OFFICE LETTER SCALES.

CHUBB'S LOCKS and BOXES.

OPERA and FIELD GLASSES.

LADIES' "WALDECK" WATER-PROOF CLOAKS.

**LANE, CRAWFORD & Co.**

Hongkong, January 7, 1885. 36

### ROBERT LANG & Co.,

Tailors, Hatters, Shirtmakers & General Outfitters,

QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

#### HATS.

A large assortment of Clurly's Felt Hats, always in Stock in all the newest styles.

#### CLOTHING.

Tweeds.  
Coatings.  
Trousers.  
Serges.  
Flannels.

#### SHIRTS.

Having completed our arrangements we can now make to order White Dress Shirts, equal to home manufacture.

**HOSIERY, SCARFS, TIES, HANDKERCHIEFS,**

**BOOTS and SHOES.**

Hongkong, January 6, 1885. 33

### W. POWELL & Co.

AN ENTIRELY NEW STOCK OF LADIES' FANCY WORK, consisting of—  
LENGTHS for MANTLE BOARDS, BRACKETS, GIPSY TABLES, TABLE CLOTHS, ANTIMACASSARS, SLIPPERS, TEA COVEYS, &c., &c.

WOOL-WORK SILK and CUSHIONS for filling in. GENTLEMEN'S BRAVES and TENNIS BELTS for Embroidering. EMBROIDERY SLIP, KNITTING SILK, CREWEL SILK and FLOSETT. CORDS and TASSELS, all colours.

Also, a Specially Selected STOCK OF FRENCH GLASS WARE, consisting of: EPERGNEs, BOWLS, Specimen GLASSES, &c., &c. POCKET BOOKS, CARD, CIGAR and CIGARETTE CASES. New ILLUMINATED ALBUMS.

Hongkong, January 12, 1885. 67

## Intimations.

### NORTH-CHINA INSURANCE COMPANY.

(IN LIQUIDATION.)

NOTICE is hereby given that FINAL DIVIDENDS are now declared being at the rate of THIRTY-ONE TENS per Share and SIX PER CENT. on SHAREHOLDERS' CONTRIBUTIONS during the year 1883.

WARRANTS will be payable at the HONGKONG and SHANGHAI BANKING CORPORATION on and after the 15th Instant.

For the NORTH-CHINA INSURANCE COMPANY, Limited,  
**J. KENNEDY DAVIS,**  
Secretary,  
Shanghai, 7th January, 1885. 70

## NOTICE.

### ORIENTAL BANK CORPORATION IN LIQUIDATION.

ALL HOLDERS of NOTES of the ORIENTAL BANK CORPORATION (HONGKONG BRANCH), are hereby requested to present them to the Liquidators of the Bank, when they will be given in Exchange, a certificate of the value of the Notes deposited.

HOLDERS of NOTES will be required to furnish to the Liquidators of the Bank, a schedule in duplicate, giving the date of Issue, Number and Amount of each Note produced.

Forms of Schedule may be had on application at the Office of the ORIENTAL BANK CORPORATION, Queen's Road, Hongkong.

For the  
OFFICIAL LIQUIDATOR  
OF THE  
ORIENTAL BANK CORPORATION,  
By his Attorney,  
**J. MELVILLE MATSON,**  
H. HOWARD TAYLOR,  
Hongkong, August 2, 1884. 1286

## A Great Congregation

That people away a whole city starts from a flame so small that a glass of water would extinguish it. In like manner, the most painful and fatal diseases of the throat and lungs will develop from small beginnings, but difficult to cure if promptly treated with the proper remedy. But their progress is tedious and slow and they are fatal. Coughs and croup lead to Laryngitis, Asthma, Bronchitis, Pneumonia, and Consumption. The only medicine certain to cure every kind of throat and pulmonary affection not absolutely incurable is

### Ayer's Cherry Pectoral.

During 40 years it has steadily grown in popular estimation, and is now a household name in many thousands of homes. Parents whose lives were preserved by its use, and children, when they were young, are now saving the lives of their children with it. Leading physicians call it the virtues and prescribe it in their practice. Intelligent druggists everywhere report numerous cures effected by it, within their personal knowledge.

PREPARED BY  
**Dr. J. C. Ayer & Co., Lowell, Mass.**  
Sold by all druggists.

Agents for  
HONGKONG, CHINA and MANILA.  
**A. S. WATSON & Co.**

## D. K. GRIFFITH & Co.

MANUFACTURERS OF THE LONDON PATENT WATER.

Have Removed from the BARNFIELD ARCADE to larger Premises  
**1, DUDDELL STREET,**

Where they continue to Supply:  
SODA WATER, LEMONADE, GINGERBREAD, RAISIN BREAD, &c., &c., &c.

At the same Moderate Charges.  
**D. K. GRIFFITH,**  
Proprietor,  
Hongkong, July 26, 1884. 1246

## For Sale.

### FOR SALE.

**JULES MUMM & Co.'s CHAMPAGNE.**  
Quarts, \$20 per Case of 1 doz.  
Pints, \$21 " " 2 "

Dubouche Freres & de Gordon & Co.'s BORDEAUX CLARETS and WHITE WINES.

Baxter's Celebrated "Barley Broo" WHISKY, \$7 1/2 per Case of 1 doz.  
**GIBB, LIVINGSTON & Co.,**  
Hongkong, July 18, 1884. 1187

### SEE WOO.

**TAILOR, DRAPER & OUTFITTER,**  
No. 55, Queen's Road Central, Hongkong.  
HAS NOW LANDING, FOR SALE:

ALL KINDS of AUTUMN and WINTER WOOLLEN CLOTHS, DAMASK, REP, and CRETONNES for Curtains and Covering Furniture. Christy's Gentlemen's New Zephyr Black, Drab, and Brown FELT HATS. All Sorts of Fancy and Black SILK SCARVES, TIES, White DRESS TIES. WOOLLEN WRAPPERS, Coloured and White KID GLOVES. WOOLLEN and MERINO UNDER SUITS and SOCKS.

White TABLE CLOTHS, NAPKINS, SILK & CLOTH HANDKERCHIEFS, and TOWELS. Best KINDS of TOILET PERFUMES and SOAPS.

Dawson's BOOTS, SHOOTING BOOTS, SHOES and TENNIS SHOES, &c., &c. AT LOW PRICES.

Hongkong, October 25, 1884. 1806

### FOR SALE.

**BOROUGHES & WATTS' SOLID MASONRY BILLIARD TABLE.**  
Complete with CUES, POOL, PYRAMID, &c., BALLS, MARKING BOARD, RESTS, EXTRA CLOTH, &c., &c.

Just arrived per Glenloch.  
**LANE, CRAWFORD & Co.,**  
Hongkong, November 4, 1884. 1805

### FOR SALE.

**COURSE, DISTANCE, AND AVERAGE SPEED TABLES,**  
FROM LONDON, via THE SUEZ CANAL,

INDIA, CHINA, JAPAN, &c., with VARIOUS OTHER TABLES and NOTES, by  
**W. A. GULLAND.**

To be obtained at the "CHINA MAIL" OFFICE, Messrs. LANE, CRAWFORD & Co., 55, FALCONER & Co.,  
Hongkong, September 2, 1884. 1475

## Insurances.

### LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)  
CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Insurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to  
**ARNHOLD, KARBURG & Co.,**  
Agents, Hongkong & Canton.  
Hongkong, January 4, 1885. 100

### THE LONDON ASSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—  
**Marine Department.**

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

**Fire Department.**  
Policies issued for long or short periods at current rates.

**Life Department.**  
Policies issued for sums not exceeding £5,000 at reduced rates.

**HOLLIDAY, WISE & Co.,**  
Hongkong, July 25, 1872. 496

### THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to grant POLICIES on MARINE RISKS to all parts of the World, at current rates.

**ARNHOLD, KARBURG & Co.,**  
Hongkong, November 5, 1883. 855

### NOTICE.

THE Undersigned are prepared to accept Risks on First Class Godowns at 1 per cent. net premium per annum.

**NORTON & Co., Agents.**  
Hongkong, May 10, 1881. 938

### NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

## To Let.

### STORAGE.

GOODS RECEIVED ON STORAGE in Commodious and well ventilated GODOWNS on his New Premises in DUDDELL STREET, next to the ORIENTAL BANK.

**G. R. LAMBERT,**  
Hongkong, December 27, 1884. 2178

### TO LET.

**THE DWELLING HOUSE,** No. 36, CAHNS ROAD. Possession from 1st January, 1885.

Apply to  
**DOUGLAS LAPRAIK & Co.,**  
Hongkong, December 23, 1884. 2164

### TO LET.

**COLLEGE CHAMBERS** (late HOTEL DE L'UNIVERS), Single Rooms or SUITES of APARTMENTS. Nos. 4 and 13, HOLLYWOOD ROAD. No. 258, PRATA CENTRAL. No. 44, GRAHAM STREET.

Apply to  
**DAVID SASSOON, SONS & Co.,**  
Hongkong, December 24, 1884. 2165

## Shipping.

### Steamers.

### THE EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, NEW CALEDONIA, TASMANIA and FIJI.)

The Steamship *Alfred*, Captain ELIAS, will be despatched for the above Ports on WEDNESDAY, the 14th Instant, at 4 p.m.

For Freight or Passage, apply to  
**RUSSELL & Co.,**  
Agents,  
Hongkong, January 7, 1885. 33

### INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for CHEFOO, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship *Yongwang*, Captain HOGG, will be despatched as above on WEDNESDAY, the 14th Instant, at 4 p.m.

For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.,**  
General Managers,  
Hongkong, January 12, 1885. 65

### OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Leinster*, Captain SCARLE, will be despatched as above on THURSDAY, the 15th Instant.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents,  
Hongkong, January 12, 1885. 58

### INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship *Yongwang*, Captain DAVIES, will be despatched for the above Ports on SATURDAY, the 17th Instant, at 3 p.m.

This Steamer has superior First-class Passenger Accommodation, specially constructed to meet the requirements of tropical



## For Sale.

FOR SALE.

## FAIRBANKS' SCALES.

DEVON'S NONPAREIL KEROSENE OIL.

PAINTS and OILS, TALLOW and TAR, PITCH and ROSIN.

AN INVOICE OF PARLOUR and COOKING STOVES.

## EX LATE ARRIVALS.

CHATEAU MARGAUX.  
CHATEAU LA TOUR, pints & quarts.  
1885 GRAVES, " "  
BREAKFAST CLARET, " "SAUCON'S MANZANILLA & AMON-  
TILLADO.  
SAUCON'S OLD INVALID PORT  
(1848).  
HUTT'S PORT.1 and 3-star HENNESSY'S BRANDY.  
COGNAC'S BRANDY.  
FINEST OLD BOURBON WHISKY.  
KINAHAN'S LL WHISKY.  
ROYAL GLENDEE WHISKY.  
Bogus's OLD TOM.  
E. & J. BURKE'S IRISH WHISKY.  
ROSE'S LIME JUICE CORDIAL.  
NOLLY PRAS & Co.'s VERMOUTH.  
JAMESON'S WHISKY.  
MARSALE.  
EASTERN CIDER.  
CHARTREUSE.  
MARASCHINO.  
CURACAO.BASS'S ALE, bottled by CAMERON and  
SAUNDERS, pints and quarts.  
GUINNESS'S STOUT, bottled by E. &  
J. BURKE, pints and quarts.  
DRAUGHT ALE and PORTER, by the  
Gallon.

ALE and PORTER, in hoseheads.

MILNER'S PATENT FIRE-PROOF  
SAVES, CASH and PAPER  
BOXES, at Manufacturer's Prices.Sole Agents for  
MESSRS. TURNBULL, JNR., and  
SOMERVILLE'SMALTESE CIGARETTES.  
MACEWEN, FRICKEL & Co.

Hongkong, January 8, 1885.

## FOR SALE.

EXTRA FINE QUALITY  
FRENCH BUTTER,  
BRAND "DUO DE NORMANDIE,"  
—THE OLDEST BUTTER  
PACKING ESTABLISHMENT IN NORMANDY.IN 1 lb tins and Cases of 48 tins each.  
Sold in Quantities of not less than one  
dozen tins, at 8 p.c. Discount.  
Reduction made to Purchasers of one  
case and upwards.G. R. LAMBERT,  
Sole Agent.

Hongkong, October 4, 1884.

## NOW ON SALE.

A CHINESE DICTIONARY  
IN THE  
CANTONESE DIALECT,  
BY  
DR. E. J. EITEL.

CROWN OCTAVO, PP. 1018.

HONGKONG, 1877-1883.

Part I. A-K, ... \$2.50  
Part II. L-M, ... \$2.50  
Part III. N-P, ... \$3.00  
Part IV. Q-T, ... \$3.00A Reduction of ten per cent. will be  
allowed to purchasers of Ten or more copies.  
This Standard Work on the Chinese Lan-  
guage, constructed on the basis of Kanghi's  
Imperial Dictionary, contains all Chinese  
characters in practical use, and while alpha-  
betically arranged according to the sounds of  
the oldest dialect of China, the Can-  
tonese, it gives also the Mandarin pronun-  
ciation of all characters explained in the  
book, so that its usefulness is by no means  
confined to the Cantonese Dialect, but the  
work is a practically complete Thesaurus of  
the whole Written Language of China, an-  
cient and modern, as used all over the  
Empire, whilst its introductory chapters  
serve the purposes of a philological guide  
to the student.A Supplement, arranged for being bound  
and used by itself, and containing a List  
of the Radicals, an Index, and a List of  
Synonyms, will be published and sold  
separately.LANE, CRAWFORD & Co.  
Hongkong, January 16, 1885.

## NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL,  
THEORETICAL AND POPULAR  
ASPECTS,  
BY  
ERNEST J. EITEL, PH.D., TORONTO.

REVISED, WITH ADDITIONS.

Price, ... \$1.50.  
LANE, CRAWFORD & Co.  
Hongkong, August 20, 1884.

## NOW READY.

COMPARATIVE CHINESE FAMILY LAW  
BY E. H. PARKER.Can be obtained from KELLY & WALSH  
at Shanghai and Hongkong, at LANE,  
CRAWFORD & Co., Hongkong, and at the  
China Mail Office.

## Entertainment.

THE GAIETY COMPANY.

Sole Proprietor, — Geo. NORVILLE.

FROM  
THE THEATRE ROYAL, Calcutta;  
and  
THE GAIETY THEATRE, Bombay.Patrons:  
T. R. H. THE DUKE and DUCHESS,  
of Connaught.His Excellency THE MARQUIS of Ripon,  
His Excellency SIR JAMES FERGUSON,  
&c., &c.WILL IF POSSIBLE GIVE  
TWO PERFORMANCES,  
en route, for Shanghai.THE FIRST PERFORMANCE,  
will be  
GILBERT'S CLASSICAL COMEDY,  
entitled

PYGMALION &amp; GALATEA.

AT THE  
SECOND PERFORMANCE,  
will be presentedA HUSBAND IN CLOVER,  
And theORIENTAL BURLESQUE  
BROWN & THE BRAHMINS.Full Particulars will be duly announced  
on the arrival of the Company.The Plan of the Theatre may be seen and  
Seats secured at Messrs KELLY & WALSH'S,  
Hongkong, December 11, 1884.

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## Intimations.

FREDERIC ALGAR.

COLONIAL, NEWSPAPER & COMMIS-  
SION AGENT.11, Clement's Lane, Lombard Street,  
LONDON.THE Colonial Press supplied with News-  
papers, Books, Types, Ink, Presses,  
Papers, Correspondents, Letters; and any  
European Goods on London terms.

## NOTICE TO SHIPPERS.

Colonial Newspapers received at the office  
are regularly filed for the inspection of  
Advertisers and the Public.

## WASHING BOOKS.

WASHERMAN'S BOOKS, for the use  
of Ladies and Gentlemen, can now  
be had at this Office. Price, 1s each.  
CHINA MAIL OFFICE.

## Mr. Andrew Wind.

NEWS AGENT, &amp;c.

133, NASSAU STREET, NEW YORK;  
is authorized to receive Subscriptions,  
Advertisements, &c., for the China Mail,  
Overland China Mail, and China Register.

## To-day's Advertisements.

FOR BANGKOK (DIRECT.)

THE SCOTTISH ORIENTAL STEAM-  
SHIP COMPANY, LIMITED.The Company's Steamer  
"Hullough,"  
Capt. P. H. Lorr, will  
be despatched for the above  
Ports on THURSDAY, the 15th Inst., at  
Daylight.For Freight or Passage, apply to  
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Hongkong, January 13, 1885.

## To-day's Advertisements.

CITY HALL,

HONGKONG.

MONSIEUR SAUVLET  
has the honor to announce that  
he will give  
(Under the distinguished Patronage of H.E.  
Sir GEORGE FERGUSON BOWEN,  
G.C.M.G.)  
A GRAND CONCERT  
in the  
ST. ANDREW'S HALL,  
CITY HALL,  
on  
THURSDAY EVENING,  
the 22nd Instant,  
when he will be kindly assisted by  
LADIES & GENTLEMEN AMATEURS.

PROGRAMME

1.—Overture, "Prelude" (arranged for eight hands on two pianos) Beethoven.

2.—Part Song, "Alma stella" (arranged for eight hands on two pianos) Beethoven.

3.—Solo Piano, "Sonata in C" (arranged for eight hands on two pianos) Beethoven.

4.—Serenade, "La Serenata" (arranged for eight hands on two pianos) Beethoven.

5.—Solo Piano, "Rondo" (arranged for eight hands on two pianos) Chopin.

6.—Song, "Alma stella" (arranged for eight hands on two pianos) Beethoven.

7.—Violin Solo, "Reverie" (arranged for eight hands on two pianos) Chopin.

8.—Overture, "The Magic Flute" (arranged for eight hands on two pianos) Mozart.

9.—Recit. and "King's Song" (arranged for eight hands on two pianos) Beethoven.

10.—Solo Piano, "Prelude" (arranged for eight hands on two pianos) Beethoven.

11.—Part Song, "Alma stella" (arranged for eight hands on two pianos) Beethoven.

12.—Solo Piano, "Rondo" (arranged for eight hands on two pianos) Chopin.

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DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR HOIHOW and PAKHOI.

The Co.'s Steamship  
"Hullough,"  
Capt. GORDON, will be  
despatched for the above  
Ports on THURSDAY, the 15th Instant, at  
Daylight.For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.

Hongkong, January 13, 1885.

## NOTICE.

MR. B. B. DALTON SAYLE was Ad-  
mitted a PARTNER in my Business  
from the 1st Instant, and the Name or  
Style of the Firm in future will be "W. B.  
LOXLEY & Co."

W. B. LOXLEY.

Hongkong, January 13, 1885.

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be Responsible for  
any Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour:ALONSO DEBES, American barque, Capt.  
John A. O'Brien, —Melchers & Co.ALEXANDER MCNEIL, American ship,  
Capt. G. W. Davis, —Melchers & Co.ARRATON ANCAR, British steamer, Capt.  
A. B. MacTavish, —D. Sassoon, Sons & Co.

D



The programme for M. Fauvel's grand concert, to be given on the 22nd instant, will be found in another column.

The badness of at least some branches of trade during the last twelve months is shown by a return from the Collector of Stamp Revenue for the years 1883 and 1884, which was published in the *Government Gazette* on Saturday. This return shows a total decrease the receipts during last year of no less than \$23,161. Among the items showing a large decrease are Bank Notes \$4,424; Bills of exchange and Promissory Notes 2,672; Transfer of Shares \$3,404; Conveyances \$2,165; Adhesive Stamps \$4,202; and Court Fees \$2,676. The sums given are the actual decreases. The increases amounted to \$3,749, the chief items being Bills of Lading \$782; Probates and Letters of Administration \$1,689; and Policies of Marine Insurance \$699. There is not likely to be much improvement until the Franco-Chinese imbroglio is settled; in fact if hostilities are prolonged in the Far East during the greater part of the present year, which is quite possible, we are afraid that 1885 will compare less favourably with 1884 than does 1884 in the return of the Collector of Stamp Revenue.

We observe that workmen have begun to clear the large piece of vacant ground which borders on Robinson Road between Stonehouse on the East and Rocklands on the West. This ground has been purchased by Mr. E. R. Bell, and, we understand, it is the intention of this gentleman to erect several houses, which he will let at a low rental. It is Mr. Bell's intention to make these houses suitable for residents whose incomes are moderate and who cannot afford to pay the high, and, in some cases, exorbitant rents demanded for the houses which their position in society compels them to occupy. Objections are being raised to the construction of this class of house on the land in question, by the proprietors of the adjoining lots and houses, on the ground that under the Crown lease the owner of any land in the vicinity can erect only detached villas or residences similar to those constructed in the neighbourhood; and it is contended that the value of property in the vicinity would be considerably lowered by the proposed departure from the existing rule. At all events, the Government has been petitioned upon the matter by the property holders and tenants interested, and the question has still to be decided by the Colonial authorities.

Two telegrams from London announcing that the French were despatching heavy reinforcements to Tonquin are now explained. In an advice dated the 5th January it was stated that 6,000 men were being sent out, and in another dated three days later we were informed that this number had been increased to 12,000. These two telegrams should be read side by side with the official telegrams from Tonquin announcing that severe fighting occurred there on the 1st and 4th January. It is clear that the fighting which took place on both these dates was of a very serious nature, especially that on the 4th. On that day General Negrier is said to have routed 12,000 Chinese; to have captured a very strong fortified position, and to have seized a considerable quantity of war material. Six hundred of the Chinese are said to have been left dead on the field. But although the Chinese were repulsed they have evidently shown themselves to be sufficiently formidable to cause the French commander-in-chief to telegraph home at once for strong reinforcements. Hence the decision arrived at by the French Ministry to send out 12,000 more troops as soon as possible.

Most probably the Chinese took the offensive in at least the earlier of these engagements. The French reinforcements which recently passed through Singapore could not have got to the front in time for this fighting, and General Briere de Lisle is not likely to have endeavoured to bring about a serious engagement until his reinforcements, which were close at hand, had arrived. It was, and is, the policy of the Chinese to strike as quickly and as strongly as possible in Tonquin. The French forces are increasing in numbers there, and the positions held by them are daily becoming stronger. In two or three months more also operations on an extensive scale will be impossible in the Tonquin delta. The Chinese intended no doubt, in the event of their defeating the French troops, to pour down into the delta to Hanoi and even to Haiphong. Had the Chinese been able to overpower the French on the 1st or on the 4th, there would have been a fearful spectacle in Tonquin. Every European's life in the country would have been jeopardized.

Knowing that the French were upon the point of receiving reinforcements, the Chinese have evidently made a grand effort against their enemy, and have been unsuccessful. These defeats, however, of the Chinese are not likely to have much influence upon the policy of the Government, which is to harass the French in Tonquin and to compel them to keep a large force there, rather than to drive them out of the country. If the French advance when the reinforcements that have lately been passing through Singapore reach their destination there will be more severe fighting, as the Chinese have on the borders two or three armies each as large as the one which has just been fighting.

This afternoon Messrs O. E. Bowles and C. J. Hirst competed for the Lawn Tennis Championship. Both contestants exhibited good play, but Bowles had a rather easy task in defeating his opponent by two sets to one (6-3, 6-2).

To-morrow, Messrs Master and G. S. Coxon will play their match over again, commencing at 3.30. The latter player should win. Messrs Rice and Bird will also play at 4.15. Bird should prove the victor.

A BURGULARIOUS attack of a most determined character is reported to have been made on a military installation at Sandy Bay.

This bay is situated just at the foot of Mount Davis, which one passes on the right hand side while on the way to Aberdeen, via Pokfulam. Here the military authorities have erected a detached building, in which are the electrical instruments required for springing a torpedo mine, or mines, laid somewhere in the vicinity. This shed is generally guarded by two Chinese watchmen. On Monday morning, about two o'clock, the watchman at present in charge of it, were aroused out of their sleep by a party of Chinese, consisting of ten men, breaking into the shed and attacking them. The watchmen were soon pinioned, and then the attacking party stole those articles which they thought would be of any value to them. Among the articles taken were a telescope, and all the clothing belonging to the watchmen, one of whom has sustained rather a severe bruise on his face. Apparently the burglars were afraid the instruments were rather uncanny things to meddle with, for they made off without harming them. The watchmen declare their assailants landed from a boat. One man, a fisherman by trade, has been arrested by the Police in connection with the attack and charged before Mr. Vodehouse, who has remanded the case until to-morrow.

The spirit of the Land League is reviving, and its old practices are beginning to appear in the neighbourhood of Dublin. It was discovered at Bray that during the night hundreds of Boycotting notices had been posted, not only in the town, but along the country roads which people would naturally travel on to the market in the afternoon. The notice is as follows: Down with Land-Grabbers.—To the farmers and traders of Wicklow, Wexford, and Dublin.—Beware of here the name of a potato-factory of Bray is given that is owned by a man who has betrayed and scandalized the holy cause of the Irish people. Have no dealings with him or with any one who does so. He has been false to his country and his God. The man, woman, or child who is seen to enter his house or to have any intercourse with him or any member of his family will be forever branded as renegades of the sacred cause of Ireland, and their succeeding generations will curse them for that reason. The tortures of hell would be but light punishment for an accused land-grabber.—Signed: Murty Hynes.

The American journals never tire of dilating upon the humble origin of most of the 'prominent' New Yorkers of the present day. Even Mr. W. H. Vanderbilt, it appears, was once so poor that he was glad to raise a small sum by mortgaging a farm which his father had grudgingly given him, and which he filled with no great profit for thirty years, until he inherited the considerable fortune of his father. As for the family, the son of his prosperity was twenty-five dollars. Cardinal McCloskey began life as a newsboy in Brooklyn; the Jeromes were once bare-footed farm-labourers; Mr. Cyrus Field and Mr. W. E. Dodge were shopmen, receiving only two dollars a week; and Mr. W. M. Buckley was a working miner. Two of the greatest publishers in the Empire City spent their boyhood as 'devils' in a printing office; and the early lives of Mr. Gould and Mr. Drexel, the bankers, were passed in almost abject poverty. Yet it is, surely, rather unkind of the New York World to publish an article on this interesting subject by saying, 'All our successful men got their money either from store, or factory, or commerce—or else by stealing it!'

An extraordinary scene has been witnessed in the large room of the Young Men's Christian Association, Cambridge. A number of the leading members of the Salvation Army have been holding a series of meetings for the purpose of raising money for the relief of the poor, and on Friday night there was some little disturbance; but on Saturday night above 100 men attended, evidently with the intention of stopping the proceedings. All attempts to speak after the short time were drowned by the interruptions of the crowd of undergraduates in the lower end of the hall. Ironical cheering, calls for 'a comic song,' and for 'the hallooing lazes,' interrupted the remarks of the officer who was trying to make himself heard. A number of undergraduates who were present evidently desired to hear the speakers, and two or three earnestly expostulated with the others for their ungentlemanly behaviour. The conductor of the meeting at last announced that they would sing the 90th hymn. While the hymn was being sung the greater portion of the undergraduates sang 'Wait till the clouds roll by,' the din again being terrific. An appeal was then made for those who really wished to listen to what they had to say to close up in front of the room, and the remainder were requested to leave. This they declined to do, but several of the more prominent proposed that they should storm the platform. About thirty or forty men entered their desire that the Salvationists should go on with the meeting; but the noise and interruptions continued. Several undergraduates climbed up and extinguished the gas on the gallery, and then commenced throwing the hymn-books at the gas in the ceiling by which the room is mainly lighted, and also at those who attempted to speak. The conductor of the meeting then invited all who were saved to kneel with them and engage in private prayer, and about twenty-five did so, amidst the jeers and derisive shouts of the others, who made them a target for the hymn-books. Two men proceeded on to the platform and emptied the contents of the water-bottle on to those who were praying, without exciting any opposition on the part of the Salvationists, who throughout manifested great patience and forbearance. About a quarter to ten one of the Protestants arrived. This caused a cessation of hostilities. The disturbers then piled the chairs in a heap in the middle of the hall and left in a body about

forty or fifty only remaining. The rest of the proceedings were interrupted. The following circular has been sent to the leading citizens of Singapore. The object is a good one, and there appears to be plenty of room for another Fire Insurance Company, especially one of a local character. There is no reason why at least a share of the profits arising from the large business done in Fire Insurance here should not be retained in the district:—

**Local Fire Insurance Company.**  
Has not the time come for this to be taken in hand?  
With the exception of a particular class of risk, has not the experience of the fire Insurance Companies doing business in Singapore been highly satisfactory?  
Witness the positions of the large European Companies and also of the Chinese Companies. Quotations for the latter we find were on the 23rd instant:  
H'kong Fire Ins. Coy. \$60 (paid up) \$365  
China Fire Ins. Coy. \$20 (do) \$8 67  
Reserve funds being respectively \$884,000 and \$145,973.  
Capital in both cases being \$2,000,000.  
And we find in a leading article in the *Economist* of 15 November, on the subject of Fire Insurance, that until the last few years the profits had been enormously large, and that the past few years having failed to yield such enormous large profits rates of premium for a certain class of risks has been increased from 100 to 300 per cent.

It will no doubt be said, as was done when the local Marine Insurance Company was proposed, that the field is already fully taken.  
To this no better answer need be given than to point to the business done by the Straits Insurance Company, and the highly satisfactory position of that Company.  
Does not the Straits Insurance Company, for Marine risks, offer a very sufficient incentive to form a local Fire Insurance Company?  
Shares at about 100 per cent.  
And may it not be hoped that if similarly judicious and capable men were to secure a local Fire Insurance Company, such a success, and afford such a much safer opening for investment than some other enterprises in this quarter.

If the idea be generally approved, we would suggest an early meeting of those feeling an interest in the subject.  
THOS. SCOTT,  
JOHN BURNINGSLOW,  
Singapore, 2nd January, 1885.

**Naval Court Martial.**  
A Naval Court Martial was held on board H.M.S. *Victor* to-day, at which the following cases were decided:—

**DISOBEDIENCE OF ORDERS.**  
Patrick Kaneofo and John Wickstead, ordinary seamen belonging to H.M.S. *Cleopatra*, were found guilty of refusing to obey the just orders of their superior officer, the master-at-arms, Kaneofo, and sentenced to three months' imprisonment with hard labour, while Wickstead, who was charged with aiding and abetting Kaneofo, was sentenced to be imprisoned, with hard labour, for twelve months.

**SERIOUS CHARGE AGAINST A WARRANT OFFICER.**

Thomas E. Moore, warrant officer of H.M.S. *Cleopatra*, was charged, on two counts, with creating a disturbance on board H.M.S. *Cleopatra* on the 12th Oct. last, and with conducting an officer, on the same occasion.  
Lieut. R. P. Cochran, of H.M.S. *Cleopatra*, was the first witness called. His evidence was to the effect that he was the officer on watch on the 12th Oct., at about 6.30 p.m., when the master-at-arms came to him and reported that Mr. Moore was making a disturbance on the lower deck, and challenging the men to fight. He reported the matter to Lieut. Frimrose, who sent for Mr. Moore and investigated the affair on the quarter deck. The prisoner was in an excited state and gave witness the idea that he was under the influence of drink. He appeared on the quarter deck three or four minutes after he was sent for.  
Lieut. George Anson Frimrose, first lieutenant of the *Cleopatra*, gave evidence to the effect that the prisoner, Mr. Moore, was reported to him for making a disturbance, or worse, to the effect that he was challenging the men to fight. He thought the prisoner was under the influence of drink, but he called Dr. Wood, and asked his opinion. Dr. Wood said that from his knowledge of a previous case, in which Mr. Moore had been sent to hospital for insanity, he was not inclined to put him under restraint. Witness accordingly put the prisoner under arrest for insanity. He asked the prisoner for an explanation of his conduct and he replied that he had not created any disturbance, or worse, to the effect that he was challenging the men to fight. In answer to his questions the prisoner's speech was thick and he seemed to be in an excited state. Witness had not noticed anything peculiar in prisoner's conduct since his return from hospital on the 13th. Sydney Row, master-at-arms of H.M.S. *Cleopatra*, deposed that on the evening of the 12th Oct., about 6.40, Mr. Moore came from the main-deck into the galley and with McDway, the blacksmith. Mr. Moore was trying to get his coat off, saying he would light the best man on the lower deck. He was asked by witness if he was not a member of the crew, and he replied that he was not, but that he was a warrant officer. Witness advised Mr. Moore to go forward and keep quiet. He replied 'don't you interfere with me or I'll knock your head off.' Witness again advised him to be quiet and prisoner replied that he would not be interfered with. Witness then reported the matter to Lieut. Cochran. When prisoner was sent forward he saw the cabin witness followed and saw the sentry struggling with Mr. Moore and he told him to go forward to the assistance of the sentry. When he first saw the prisoner he saw one was touching him but the blacksmith, who had hold of his arm, trying to get him forward. His opinion was that the prisoner was drunk.

A sergeant of marines, Fredk. Bell, heard an altercation on the lower deck and saw the prisoner and McDway together. He left the boat but the prisoner refused to go to his room with any one. He did not hear the prisoner say anything to the master-at-arms.  
Surgeon J. Wood, M.D., examined, said that when he was sent for by the first lieutenant he found the prisoner very excited. He seemed quite unconscious that he had been doing anything wrong. He was somewhat incoherent in his speech and was unable to give a rational answer to a question. Witness saw the prisoner again several times during the same evening. When he was first called upon for an opinion he hesitated to express his belief, but on further examination he came to the conclusion that Mr. Moore was in a state of insanity. When he saw the prisoner upon the quarter-deck witness considered that he had the general appearance of a person more or less under the influence of drink.

**COMMITTED FOR TRIAL.**  
Amers Khan, a watchman at Kowloon Dock, has been committed for trial on a charge of assault. He is accused of having broken the arm of another Indian watchman, with a bamboo. He has given bail for his appearance in two sureties of \$100 each.

but hesitated in coming to a conclusion for half an hour or an hour, when he formed the opinion that the prisoner was in a state of insanity. It was his opinion that drink might have been partly the cause of prisoner's excitement, but he failed to find evidence of such excess of drink as would account for the symptoms exhibited. The prisoner certainly did not know what he was doing. It was quite possible that any one subject to fits of insanity might bring on such a fit by exposure to the sun, or over-fatigue. From witness's experience of prisoner's habits he had reason to believe that he was generally very abstemious. He was aware that the prisoner had been in hospital for insanity.

After an hour's interval for the Court to assemble and Mr. Maclean, who appeared on behalf of the prisoner, called Dr. Wood and Captain Hippisley for the defence. The report of the prisoner's service was also read over and the prisoner's conduct was, in all cases, until the last report of Captain Hippisley, charged as very good, or exemplary.  
All the evidence having been heard the Court was closed. At about an hour and a half's consideration the Court announced their decision, which was to the effect that the first charge against the prisoner was proved, but that the Court found that he was at the time suffering from temporary insanity. The second charge was not proved. The Court decided that the prisoner should be kept in strict custody until the decision of the Lords of the Admiralty became known.

**Police Intelligence.**  
(Before H. E. Waddell, Esq.)  
Tuesday, January 13.

**THROWING LIME IN A TICKET COLLECTOR'S EYES.**

Kwong Ahn, described as a farmer, was accused by Li Ahn, a ticket collector at the Kio Shih, Chin, with having assaulted him on the 12th instant. According to the complaint, the defendant and two companions came to the theatre yesterday afternoon, and demanded admittance to the show free of charge. This modest demand was refused, and the men went away. One of them, however, threw a lump of lime into the collector's eyes, and the collector was injured. Dr. Yau examined the ticket collector's eyes, and reported that the left eye was injured, from what cause he could not say. The inflammation might have been caused by lime, dust or excess of fatigue. The case was remanded until Thursday next.

**A WATER GARDNER'S REVENGE.**

Li Ahn, a cook, eighteen years of age, was charged by Lo Ahn, chair coolie to have thrown a brick, having broken a maliciously broken six wooden buckets, of the value of \$1.50, the property of Colonel Walker, this morning. Complaint was deposited by him on Morrison Hill. At 10 o'clock this morning, he, in company with two other coolies in Colonel Walker's employ, and three other men, went to get water from the hydrant at the foot of the hill. When he got there he saw defendant and a great number of other men who belonged to the Iron Foundry taking water from the hydrant. These men, which was angrily returned, and he said that he would take water until they were finished, and they set upon them and beat them, and smashed ten buckets, valued at \$4.50.

Cheung Lin Hing, water coolie in the employ of Mr. Johnstone, gave corroborative evidence.  
Defendant said he belonged to Messrs Hughes & Co's goldsmen, Wanahai. About ten days ago he went to the same hydrant to get water, when he was assaulted by complainant. This morning he went again, and saw a lot of men from the Iron Foundry there. While he was waiting there complainant and his party came up and wanted to fill their buckets first. The Foundry men would not allow this, and the two parties had a free fight. He got his face, which was slightly bruised, and, seeing two buckets there belonging to complainant, he smashed them, as satisfaction for having been assaulted some ten days before.

The case was remanded until Thursday next, bail being allowed in one deposit of \$5.

**SETTLING A SKEW ON FIRE.**

While Sikh Constable Ali Bux was this morning engaged warning a number of hawkers to 'move on' in East Street, Chin Ahn, hawker No. 210, stole up behind him, and placed a lighted joss stick on his back, which was quickly extinguished. Ali caught hold of the incendiary, and took him to the Station, and this forenoon caused him to be fined \$1, or undergo a week's imprisonment.

**A SUSPECTED LUNATIC.**

Pan Anan, servant, was charged by Mr. Allison O'Driscoll Gourdin with being a dangerous lunatic. Mr. Gourdin said he was an assistant in the Chinese Insurance Company, and he had reason to think defendant was potty boy on board the *Diadem*, and that last night Mr. Gourdin found the boy in his company's room, behaving himself in a violent way and like a lunatic and so he had him arrested. The Magistrate remanded the case until Monday next, and ordered defendant to be placed under observation during the interval.

**ASSAULT.**  
Hieronymus Ipland, master of the German barque *Maria*, was charged, on a Sunday, with having assaulted and Ayo, cabin boy, while his ship was in the harbour of Victoria, on the 9th instant. Complaint was made that on the 9th instant, his master complained that he was using too much butter, at the same time striking him with the back of his hand, and kicking him on the thigh. His lip is marked slightly. He was not much hurt.

Defendant stated that complainant ran away from him, and in catching him, he gave him a slight slap. Complainant was very insolent, and the mates had been making complaint about him.  
Defendant was fined \$1.

**A FAMILIAR PAGE.**  
Nolly McGuire, who has figured prominently in the Police Court reports lately, said that when he was sent for by the first lieutenant he found the prisoner very excited. He seemed quite unconscious that he had been doing anything wrong. He was somewhat incoherent in his speech and was unable to give a rational answer to a question. Witness saw the prisoner again several times during the same evening. When he was first called upon for an opinion he hesitated to express his belief, but on further examination he came to the conclusion that Mr. Moore was in a state of insanity. When he saw the prisoner upon the quarter-deck witness considered that he had the general appearance of a person more or less under the influence of drink.

## Settlement of the Korean Difficulty.

We are very glad to learn that private telegrams have been received here stating that the Korean difficulty has been settled through the intervention of the British Minister at Peking. It would have been most unfortunate had a serious quarrel occurred between Japan and China over this affair. Both countries, however, appeared to be disposed to negotiate in a friendly and reasonable spirit, and an amicable settlement of the imbroglio, it seems, the result. In writing on this subject a few days ago we expressed an opinion that the Japanese Government would be too chivalrous to take advantage of China's difficulties at the present time to press any unfair demands upon her. The news received to-day confirms this opinion. Apart from the Franco-Chinese trouble, it is the policy of Japan and China to maintain friendly relations, and by their unity to prevent foreign interference at a time when there seems to be an annexation craze among the great Powers.

The telegrams further state that the Chinese and Japanese Ambassadors have united in thanking the British Minister and H.B.M. Consul General in Corea (Mr Aston) for the success of their efforts in bringing about a settlement agreeable to all parties.

## A Chinese Scheme of Harbour Defences.

The *Shin Pao* of 12th December contains a long article on Harbour Defence by a Professor named Pwan Yin-sun, 'a man of profound ingenuity, great mechanical skill, versed in mathematics, engineering, and metallurgy, whose scheme, if adopted by all high officers, will prove successful.' The following is a translation of this notable plan of defence:—

'The destruction of most of the Chinese fleet at Pagoda Anchorage was due as much to the incompetency of the officers and crews as to the uselessness of the ships. That defeat proves how vain it is for China to try to meet the French at sea, even had she as good ships and guns as they have; for she has not the proper men.'

China has, therefore, nothing for it but to defend or to block her harbours. At present junks full of stones are being sunk in all the ports. This is a good way of keeping the French out, but open to objections. If the junks are loaded and kept ready to sink on the enemy's appearing, it is likely enough that in the excitement of the moment they will not be sunk at all; if they are sunk beforehand, it will cost vast sums to clear the passage after the war is over, and meanwhile, the Chinese vessels are shut in and unable to pursue the enemy, if he is defeated.

The best way to guard the ports is with rafts, constructed as follows:—Dimensions:—10 to 60 feet long by 20 or 30 broad, and of varying thickness up to 10 feet, according to the depth of the water where the raft is used. Materials:—planks, bamboo, or both, with layers of grass between. The planks or bamboos have holes bored at the ends for iron chains, and are bound together by layers with the grass by ropes. Two rafts joined at the ends by chains form a 'small broadside palisade'; three, a 'medium,' and four or five a 'large' one. Two rafts, or three, or four or five, joined by chains at the sides, are called a 'small,' or 'medium,' or 'large line palisade.' The 'broadside palisades,' when used for blocking a passage, are called 'raft catenades'; the 'line palisades,' used for attacking, are called 'raft squadrons.' On each 'broadside palisade' wet grass with mud is heaped up along the whole front into a rampart 10 feet thick and as high as a man, say 6 feet. There are one or two tiers of wet cotton-wool in it to stop cannon balls. Close behind are three tiers of earth, perforated for the guns and loopholes for fire-darts and hand-grenades being left when building the rampart. These loopholes are carefully faced with wood, or a hollow bamboo, so as to serve as apophyses as well. The loopholes are screened by matting till the moment for firing. On the top of the grass rampart is a sloping roof of bamboo, overlaid with wet cotton, that the shells may roll off it. The raft is made to float even by piles of stones, bricks, tiles, or single (the latter in crates), at the back.

The 'line' rafts carry a rampart of wet grass and cotton, 6 feet high and 5 feet thick, all along the front edge. On this are five feet more of dry grass. Round the top of this runs a rim of wet grass, 1 foot by 8 inches, covered with earth and mud; and in the space thus made is an 100 lb. land torpedo, over which is a layer of rockets and firearrows, covered by a quantity of cotton-wool and other inflammable substances. Bamboo roofing and stone ballast are used, as in the first species of rafts.

The broadside rafts have 18 men each; the line rafts four men.  
In time of battle the line rafts loose their chains so as to swing round and encircle the enemy with fire. Each man of the crew has a bamboo and vicker helmet and shield to protect him from bullets. They must, if possible, be able to work in the water. If special men cannot be procured, the crews of sampans and boats may be used.

'The large ironclads of the enemy and his first-class ships cannot enter harbours; he has to use gunboats, about 100 feet by 10 feet beam, which are, however, far superior to the Chinese gunvessels. China has large

numbers of gunvessels, though few steamers. They should be assembled behind the rafts, which act as a stronghold for them and are manned by them.

The rafts are to be moored in a curve of the entrance to a port, where the passage narrows and shoals. In the first line the broadside rafts are placed in very close order. This is because the wet grass rampart is impervious to shells, besides the rounded bottom enables the raft to yield to the shock. The line rafts, being loaded with combustibles, must be moored in open order behind the others for fear of accidents from the enemy's fire.

Besides these two species, another kind of raft is required—small rafts of two layers of bamboos. As many as possible of these are moored close together in front of the large rafts to disquiet the enemy. They are twenty feet long by three or four feet wide, bound together like the large ones.

Five of them constitute a small, and ten constitute a large 'chain.' Ropes hang from their sides at intervals of two feet and are made fast behind to a wooden buoy, so as to be ready to entangle a vessel's propeller. The materials for the large rafts would cost about Tk. 700 to 800 for the small Tis. 20 or 30; so that for the cost of one gunboat 100 large and 1,000 small rafts could be constructed. It would cost very little, therefore, to guard rivers in the interior, for defence of seaports or only for rivers. The enemy's ships must come into a port in single file, and the rafts block up the whole passage and have guns to meet their fire. If it be objected that their ships are too strong, their artillery too powerful to be stopped by rafts, it must be remembered that only wooden gunboats come in, which are easier to smash than ironclads. Suppose a river entirely blocked with lines of rafts: if the hostile ships rush in, they are met by the rafts broadside on; if they go on, they follow me in line. They can be hidden in different places, and, when she is in the toils, surround her. As the rafts are deep in the water and have stout breastworks with cotton and grass to receive the shells, the enemy's ships cannot get over them. But, say some one, they can easily break a way. So they may, but they float all the same. Besides they are too numerous for the guns to destroy them all. Even if the raft is smashed up, the ship is stopped by floating wood, grass, and bamboos, chains and cables, matted together, so that nothing of the stone bullet, which sinks and blocks the passage. Even if the troops are all dispersed, the rafts guard the port.

They can be used for fighting, too. A clever leader, before the enemy arrives, puts a linked line of small rafts in front, then the 'broadside,' then the 'line' rafts, leaving a passage for ships to be shut in at proper time.

In front of the small rafts and behind the 'line' rafts he lays down two lines of submerged rafts, of the same size as the small rafts, but with machinery submerged to any depth, while behind the small rafts and the 'broadside' rafts the passage is defended by two rows of mines. Thus, entering from the sea, one encounters (1) line of submerged rafts, (2) line of small rafts, (3) broadside rafts, (4) line of small rafts, (5) submerged rafts, and (6) gunboats, etc., while in every creek other rafts are hidden ready for surprise or rear attack. Suppose the hostile fleet arrives. First of all, if they are not careful, they run on the submerged rafts, or these are raised just as a ship is over them, when they will either break her back or at least injure her bottom; or, if too late to catch the ships, they cut off their retreat. Supposing the hostile fleet does not harm, the hostile ships are stopped by the line of small rafts linked together, while at this moment the broadside rafts open a hot fire. Supposing they pass the second line of defence, the mines, exploding suddenly, must do vast damage. If not, the storm of shot, rockets, and firearrows, which the rafts should cause a retreat. If it does not, the crews flee, but the rafts remain blocking the way. And there are the mines too. Supposing the ships to fly over the broadside rafts, the next line of mines must destroy them. But if they come the rafts, floating down with the wind, will be sure to utterly consume them. Moreover, there is the inner line of submerged rafts and the gunboats guarding the rear. But, supposing the enemy do not triumph over every obstacle! If they are beaten on the first attack, the rafts are loose and pursue them; if they are beaten after penetrating far within the defences, they are encircled by burning rafts. Moreover on each bank earthworks and matted batteries are placed, and all kinds of snaky substances are sent by the wind carried the smoke into their eyes. The land and sea forces, of course, co-operate and the operations are modified as time, place, or circumstance requires. The land forces would deserve say 40 per cent of the profit, the sea forces 60 per cent. Further particulars can be settled if the experiment be tried with some port.

In a word, to carry out such a system, the men are the important question. The theory is easy, the practice difficult. If you have the men, the effect of the raft defence will be proved. If not, the port can be blocked with stone laden junks. As it is difficult to defend the entrance against enemies' ships coming in with the tide, junks might be kept ready to sink in aid of the rafts.

## Taiwanfoo.

26th December, 1884.  
The French cruisers disappeared on the night of the 15th instant, completing now the eleventh day since the localities of Taiwanfoo and Takow were abandoned by the investing squadron.

H. M. S. *Champion* arrived from Amoy on the 16th instant, left for Taiwan on the morning of the 20th, and returned here on the 22nd. Under direct orders from Admiral Leper, no letters were allowed to be landed, and the mail brought by the *Wanderer* a month ago, is still on board. In like manner Captain Powlett, R. N., had to refuse any correspondence for the mainland. The *Champion* left again for Amoy on 23rd instant. Mr. W. D. Spence, of H. M. Consular Service arrived here by the above man-of-war, to relieve Mr. Wm. Gregory, who is appointed to the duties of Consul at Lohang.

The news brought by the *Champion* points to an early attack on Taiwan, the French, having, it appears, received reinforcements, and this accounts, in a measure, for the absence of the cruisers.

Two months have now elapsed since the *Soleil* was effectually captured. Matters in and about Taiwanfoo remain quiet.—*Amoy Gazette.*

Brierly calls his wife and children 'discreetances,' because they are things over which he has no control.

## THE DEVELOPMENT OF THE OVERLAND TRADE WITH WESTERN CHINA.

The development of the overland trade with Western China: and the bringing about a more satisfactory state of affairs in Upper Burma are intimately connected. So long as misrule and anarchy prevail in Theobald's dominions there can be no growth of trade with Western China; as any growth of trade would simply be an inducement to him and to his myrmidons to extend as much as possible, and do eventually to kill the goose which lays the golden eggs. It is of course useless to expect that an ignorant savage like Theobald will ever see this matter in its true light, or be convinced that he would really gain in the long run, and gain enormously, by moderating his exactions, and encouraging agriculture and trade, by securing to every one the fruits of his labour. The obligation to do so must come from outside, and the sooner it is brought to bear the better. Theobald, we sincerely trust that if the Indian Government's interferences take the form of coercing a native king to rule justly, that king may be some one else than Theobald.

Of course the settlement of the Upper Burma difficulty, and the inauguration of a new era of peace, plenty and prosperity in that unhappy country is not the only thing wanted for the development of the trade with Western China, but it is doubtless the first step. Given that there will be no more increasing difficulties of people of Yunnan find they can bring their goods to Blamoo and Mandalay in perfect safety and without exactions, authorised and unauthorised, here, there, and everywhere, on the way. The knowledge of this good news will itself expand in spite of the present difficulties of transit even to Blamoo. That first difficulty of giving the people of Upper Burma security of life and property at a moderate cost being got over, we can then consider what further measures must be taken to facilitate the transit of merchandise across the mountainous region lying between Burma and China. Here too there are probably undue exactions to be put down, and greater security to be assured to travellers. But here there are no more physical difficulties to be overcome, and some of the costly means of carriage to be provided (than the tedious one by pack-mules: travelling by natural mountain paths.

This, however, is looking far ahead. It is better to proceed actually to the work on the first step only; and though it is not clear from the telegram that the Bombay merchants have insisted on the development of the Western China trade as one of the advantages to spring from just Government in Ava, the proximity of the subjects cannot fail to suggest it. Lord Dufferin will give his attention to these two subjects, and he must know that a trade cannot thrive if it has to pass through a country in the state in which Upper Burma remains.—*Kanungo Gazette.*

## Dead Letters.

Bain, A.—Hongkong. (Refused) 1  
Benin, S. R.—Calcutta. 1  
Blake, Ino.—Hongkong. 1  
Burke, J.—Sydney. 1  
Campbell, A. C.—Br. Columbia. 1  
Challis, J.—Sydney. 1  
Chalker, Miss M.—Spring Creek, N. S. W. 1  
Chief Clerk, 1st district Court, New Orleans. 1  
Cochran, J.—Toronto, Canada. 1  
Cudmore, M. O.—Calcutta. 1  
Dougherty, Mrs. F. W.—Ontario, Canada. 1  
Dunn, A. C.—San Francisco. 1  
Gray, H.—Windsor, U.S.A. 1  
Graham, J. A.—Quebec. 1  
Gurrin, O. P.—Quebec. 1  
Hills, Rev. E. T.—Alpes Maritimes, France. 1  
Hogan, D.—New York. 1  
Hotel Quarter de la Croix—Nice, France. 1  
Lanning, Mrs. J.—San Francisco. 1  
Ludlam, J.—London. 1  
Marovich, L.—Trieste. 1  
Mason, G.—Hongkong. 2  
Maguire, J.—Philadelphia. 1  
Meyer, J.—Martin, Hamburg. 1  
Murray, G. W. A.—Brooklyn (N.Y.). 1  
Paddis, J.—London. 1  
Silva, M. O.—Hongkong. 1  
Spies, Miss M.—San Francisco. 1  
Turner, Mrs. J.—Springfield, Mass. 1

The above letters have been returned from various places at which the addressees cannot be found, or have been refused. If not claimed within ten days, they will be opened and returned to the writers.

General Post Office  
Hongkong, 9th January, 1885.

## CHINA COAST METEOROLOGICAL REGISTER.

AT 4 P.M.—JANUARY 12.



## Mails.

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

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THE U. S. Mail Steamship **CITY OF TOKIO** will be despatched for San Francisco, via Yokohama and Honolulu, on SATURDAY, the 17th inst., at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railways, to Havana, Trinidad, and Dominica, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

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Passengers—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-paid Return Passage Orders, available for one year, will be issued at a discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency, the Company, No. 50A, Queen's Road Central.

F. E. FOSTER, Agent.

Hongkong, January 10, 1885.



## STEAM FOR SINGAPORE, PENANG, ADEN, SUVA, PORT SAID, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON.

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERHIAN, GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship **PESHAWAR**, Captain J. C. BAPOT, with Her Majesty's Mail, will be despatched from this port for LONDON, via BOMBAY and SUEZ CANAL, on TUESDAY, the 20th January, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than the ordinary direct route via Colombo.

For further Particulars, regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

N.B.—This Steamer takes Cargo and Passengers for MARSEILLES.

A. McIVER, Superintendent.

Hongkong, January 7, 1885.

## Intimations.

PUBLICATIONS BY J. DYER BAILL.

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FOR SALE at Messrs. KELLY & WALSH'S, W. BROWNE'S, and LANE, CRAWFORD & Co.'s, Hongkong; and at Messrs. TAYLOR & Co.'s, London.

Hongkong, January 23, 1884.

## WINTER TIME TABLE.

## THE KOWLOON FERRY.

## STEAM LAUNCH MORNING STAR.

Runs DAILY as a Ferry Boat between Pedder's Wharf and Tsim-tse-tsu at the following hours:—This Time Table will take effect from the 1st November, 1884.

WEEK DAYS.

Leave Kowloon. Leave H.K. Leave Kowloon. Leave H.K.

6.00 A.M. 7.00 A.M. 6.00 A.M. 7.00 A.M.

8.00 " 8.30 " 7.30 " 8.00 "

9.40 " 10.15 " 8.00 " 8.30 "

10.45 " 12.30 P.M. 12.30 P.M. 1.00 P.M.

12.45 P.M. 1.00 " 1.30 " 2.00 "

1.30 " 2.00 " 2.30 " 3.00 "

2.30 " 3.00 " 3.30 " 4.00 "

3.30 " 4.00 " 4.30 " 5.00 "

4.10 " 4.30 " 4.50 " 5.10 "

4.50 " 5.10 " 5.30 " 5.50 "

5.25 " 5.40 " 6.10 " 6.30 "

6.05 " 6.30 " 7.00 "

6.50 " 7.00 "

## Hongkong Rates of Postage.

In the following Statements and Tables the Rates are given in cents, and are for Letters per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except loose leaf Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as are Written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 6 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2 inches.

Countries of the Postal Union.

The Union may be taken to comprise Europe, all foreign possessions in Asia, Japan, W. Africa, Egypt, Mauritius, all N. America, Mexico, Salvador, Brazil, Peru, Chili, Venezuela, the Argentine Republic, Jamaica, Trinidad, Guiana, Honduras, Bermuda, Labuan, Hawaii, with all Danish, French, Netherlands, Portuguese and Spanish Colonies.

Countries not in the Union are the Australasian Group, and S. Africa.

Postage to Union Countries.

General Rates, by any route.

Letters, 10 cents per 1/2 oz.

Post Cards, 3 cents each.

Registration, 10 cents.

Newspapers, 2 cents each.

Books, Patterns and 1/2 oz. 10 cents.

There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.

Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 10; Registration, 10; Newspapers, 2; Books and Patterns, 2; Via Ceylon, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 2.

India, via Cape, St. Helena, Ascension, Bolivia, Letters, 25; Registration, 10; Newspapers, 5; Books and Patterns, 5.

LOCAL POSTAGE.

General Local Rates.

Letters, 10 cents per 1/2 oz.

Post Cards, 3 cents each.

Registration, 10 cents.

Newspapers, 2 cents each.

Books, Patterns and 1/2 oz. 10 cents.

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## likely to become offensive or injurious in transit.

3. Parcels are as a general rule forwarded by Private Ship, not by Contract Mail Packet. To India they are forwarded by the P. & O. and Indian Mail Packets only, to Ceylon by P. & O. only. No responsibility is accepted with regard to any parcel, unless Registered, and then only to the amount of \$10.

4. The public are cautioned not to confound these facilities with a Parcel Post to Europe, &c., which does not exist.

It is necessary that the following rules be strictly observed.

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of durable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—

Books and Papers—to British Offices, 10 lbs.; to the Continent, &c., 4 lbs. Patterns to British Offices, 5 lbs. if without intrinsic value; to the Continent, &c., 8 oz.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the loss of such correspondence lost while passing through the Post, to the extent of \$10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration required.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, the envelope being invariably forwarded with such application unless it also is lost.

4. That the Postmaster General is satisfied that the loss occurred while the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handkerchiefs, bound books, &c., which reach their destination, although in a broken or deteriorated condition.

Chair, Jinricksha, and Boat Hire.

LEGALISED TARIFF OF FARES FOR CHAIRS, CHAIRMAN, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs.

Half hour, ... 10 cts. One hour, ... 20 cts.

Three hours, ... 50 cts. Six hours, ... 70 cts.

Day (from 6 to 10), One Dollar.

TO VICTORIA FARE.

Return Direct.

Four Coaches, \$1.00 Four Coaches, \$1.50

Three Coaches, 0.85 Three Coaches, 1.20

Two Coaches, 0.70 Two Coaches, 1.00

RETURN.

By P. & O. Line.

Four Coaches, \$2.00 Four Coaches, \$2.50

Three Coaches, 1.50 Three Coaches, 2.00

Two Coaches, 1.30 Two Coaches, 1.60

By Western Gap.

Four Coaches, ... \$1.75

Three Coaches, ... 1.40

Two Coaches, ... 1.20

By Victoria Gap.

Return Direct.

Four Coaches, 50 cts. Four Coaches, 90 cts.

Three Coaches, 35 cts. Three Coaches, 75 cts.

Two Coaches, 40 cts. Two Coaches, 80 cts.

Return by P. & O. Line.

Four Coaches, \$1.50 Four Coaches, \$2.00

Three Coaches, 1.20 Three Coaches, 1.60

Two Coaches, 0.90 Two Coaches, 1.20

By Western Gap.

Four Coaches, ... \$1.75

Three Coaches, ... 1.40

Two Coaches, ... 1.20

By Victoria Gap.

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Three Coaches, 35 cts. Three Coaches, 75 cts.

Two Coaches, 40 cts. Two Coaches, 80 cts.

Return by P. & O. Line.

Four Coaches, \$1.50 Four Coaches, \$2.00

Three Coaches, 1.20 Three Coaches, 1.60

Two Coaches, 0.90 Two Coaches,